

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 5277

一月廿八日光陰三十

MONDAY, OCTOBER 8, 1906.

八月十日英語

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## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.	THE YOKOHAMA SPECIE BANK, LIMITED.
PAID-UP CAPITAL.....\$10,000,000	ESTABLISHED 1880.
RESERVE FUND.....	CAPITAL SUBSCRIBED.....\$24,000,000
Starting Reserve.....\$10,000,000	CAPITAL PAID-UP.....\$20,350,000
Silver Reserve.....\$10,150,000	CAPITAL UNCANCELLED.....\$3,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000	RESERVE FUND.....\$13,700,000

COUNCIL OF DIRECTORS:

A. HAUPT, Esq., Chairman.  
G. H. Medhurst, Esq., Deputy Chairman.  
G. Balloch, Esq.  
E. Goetz, Esq.  
Hon. Mr. W. J. Gresson  
C. R. Lenzmann, Esq.  
D. M. Nissim, Esq.

ACTING CHIEF MANAGER:  
Hongkong—H. E. R. HUNTER.

ACTING MANAGER:  
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3% per cent per annum.

For 6 months, 3% per cent per annum.

For 12 months, 4% per cent per annum.

H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 17th September, 1906.

[21]

HONGKONG SAVINGS BANK.

THE BUSINESS of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer their optic balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. E. R. HUNTER,  
Acting Chief Manager.

Hongkong, 30th May, 1906.

[22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP.....\$5,750,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:

Berlin Calcutta Hankow Kobe  
Peking Singapore Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

Berlin, Berliner Handels-Gesellschaft

Bank fuer Handel und Industrie

Robert Warshaw & Co.

Mendelsohn & Co.

M. A. von Roischwitz & Soehne

Frankfort

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg.

Sal Oppenheim Jr. & Co., Koenig.

Bayerische Hypotheken und Wechselbank, Muenchen.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

HUGO SUTER,  
Manager.

Hongkong, 26th May, 1906.

[24]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L. 3,750,000).

RESERVE FUND FL. 5,000,000 (L. 417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Sembrang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabu, Radja (Acheen), Telok-Semawe (Acheen), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and corresponds in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4% per annum.

Do. 6 do. 4% do.

Do. 3 do. 3% do.

L. ENGEL,  
Agent.

Hongkong, 28th February, 1906.

[25]

DENTAL SURGEON.

G. DE PERIN D'ORGE.

DIPLOMA: PARIS.

Latest Improvements including  
PORCELAIN FILLINGS.

HOTEL MANSIONS,

Pedder Street.

Hongkong, 1st June, 1906.

[26]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company, are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSSEN & Co.

Hongkong 28th May, 1906.

[27]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI and JAPAN	MÄZAGON Capt. W. H. S. Hall	About 9th October	Freight only.
VOKOHAMA via SHANGHAI	PERA Capt. A. L. Valentini	About 14th October	Freight only.
SHANGHAI	DELTA Capt. C. L. Daniel	20th Oct. Noon	Freight and Passage.
LONDON, &c., via usual Ports of Call	DELHI Capt. J. D. Andrews, R.N.R.	20th Oct. Noon	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA A. W. Anderson, R.N.R.	About 25th October	Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th October, 1906.

## Intimations.

JAPAN

COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIMESTREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bonn, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Madura, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and SOLE AGENTS for Fujinotomo, Hokoku, Hondo, Ichimura, Kaneda, Mameda, Maruonsu, Juoura, Ousui, Sanbann, Taihakuro, Yoshitomu, Yosho, Yonokibara and other Coal.

S. TANAKA, Manager, Hongkong.

[28]

### THE CITY OF PARIS,

2, PEDDER STREET,  
(OPPOSITE THE HONGKONG HOTEL),  
MADAME FLINT, Manager.

### SPECIAL LOW PRICES

FOR

### AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.

Hongkong, 11th September, 1906.

[29]

### D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 recommendations which I have received from all sources.

Hongkong, 16th November, 1906.

[30]

### COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1906.

[31]

### KWONG SANG & Co.

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, BLACKWELL'S SAUSAGES, STREAKY BACON, BATH CHOPS, &c.

Latest style of Ladies' Blouses and Gentleman's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

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### Hotels.

### HONGKONG HOTEL.

## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "POWAN,"	2,338 tons	Captain W. A. Valentine.
"FATSHAN,"	2,260	R. D. Thomas.
"HANKOW,"	3,073	G. V. Lloyd.
"KINSHAN,"	1,995	J. J. Lissius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 5 A.M. and 5 P.M. (Sunday excepted). These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at 3 P.M. On Sundays at Noon.

Departures from Macao to Hongkong daily at 7:30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
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Service temporarily suspended.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.

## THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Willow.
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"NANNING,"	560	C. Butchart.
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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIBB,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 27th September, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS ...	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJIPANAS ...	JAPAN	Second half October	JAVA PORTS	Second half October
TJILIWONG ...	JAPAN	First half November	JAVA PORTS	First half November
TJIMAHU ...	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP ...	JAPAN	Second half November	JAVA PORTS	Second half November

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY  
OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
YORK BUILDINGS, 1st Floor,  
Hongkong, 29th September, 1906.

## WEST-RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ... \$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. BUTTERFIELD & SWIBB, Agents, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 6th October, 1906.

EYES.

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

London, CALCUTTA, SHANGHAI,  
21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road  
Hongkong, 27th November, 1906.

## IMPERIAL GERMAN MAIL LINES. NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

STEAM FOR SINGAPORE, PEMANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTO PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamer will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMER.	SAILING DATES.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
ROON	WEDNESDAY, 21st November.
BUELOW	WEDNESDAY, 5th December.
PRINZ REGENT LUPTOLD	WEDNESDAY, 19th December.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 2nd January.
SEYDLITZ	WEDNESDAY, 16th January.
PRINZ HEINRICH	WEDNESDAY, 30th January.
GNEISENAU	WEDNESDAY, 13th February.
PRINZ LUDWIG	WEDNESDAY, 27th February.

ON WEDNESDAY, the 10th day of October, 1906, at Noon, the Steamship GNEISENAU, Captain Grouch, with MAIL, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Steward, Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	1st. o. o.	1/22. o. o.	1/22. o. o.
Return	91. o. o.	63. o. o.	33. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.	24. o. o.
Return	97. o. o.	66. o. o.	36. o. o.
TO NEW YORK VIA SUEZ:			
Via NAPLES, GENOA or GIBRALTAR	64. o. o.	44. o. o.	26. o. o.
Return	115. o. o.	79. o. o.	47. o. o.
Via BREMEN or SOUTHAMPTON	68. o. o.	46. o. o.	27. o. o.
Return	123. o. o.	83. o. o.	49. o. o.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamer from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,  
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMER.	TONE.	SAILING DATES.
SANDAKAN		TUESDAY, 16th October.
WILLEHAD		TUESDAY, 13th November.

ON TUESDAY, the 16th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Steward, Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$20.00	\$10.00	\$20.00	Return \$80.00	\$50.00	
TO NEW GUINEA	57.00	18.10	14.00	Return \$42.00	\$27.15	
TO BRISBANE	53.00	15.00	14.00	Return \$54.00	\$36.00	
TO SYDNEY	53.00	15.00	15.00	Return \$59.10	\$41.10	
TO MELBOURNE	53.10	15.40	16.00	Return \$62.50	\$44.50	
TO YOKOHAMA	\$80.00	\$40.00	\$40.00	Return \$170.00	\$120.00	
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00	
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00				</

## Intimation.

## Intimation.

K. A. J. CHOTIRMALL & CO.,  
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

# Powell's

(28, QUEEN'S  
ROAD.)

Have just received their  
New Stock  
of

## FOOTBALL BOOTS.

The "Cert." Registered.

## CHROME

Light weight, no pads,  
Studs, cut to cap and  
joint strap one piece,  
Unbreakable Toe —

\$6.00  
Pair.

## RUSSET CALF

Medium weight, one pad,  
Bars, Superior qual-  
ity, very hard Toe  
cap —

\$8.00  
Pair.

Thoroughly Reliable  
Boots.

W.M. POWELL,  
LTD.,  
(OPPOSITE THE CLOCK TOWER)  
HONGKONG.

Hongkong, 25th September, 1906.

## Intimation.

## Entertainment.

## A CONCERT.

VOCAL and INSTRUMENTAL, in aid of  
the Construction of a SOLDIER'S RE-  
CREATION PAVILION, will be held on the  
Volunteer-Parade Ground,

## FRIDAY,

12th October, 1906, at 9.15 P.M.,  
Under the Distinguished Patronage and pre-  
sence of H.E. the Governor, Sir MATTHEW

## NATHAN, K.C.M.G.

Commander H. B. WILLIAMS, and the  
Officer Commanding the Troops,

## Colonel C. H. DARLING.

By kind permission of Lt.-Col. H. J. PITTON,  
D.S.O., and the Officers, the Band of the 1st  
Battalion, Royal West Kent Regiment, will play

during the evening.

Tickets: \$2.00, \$1.00 and 50 Cents, can be  
obtained at the Head Quarter Offices, Fletcher

Street, the Soldier's Club and Messrs. Brewer  
& Co.

A late Tram will run after the performance.

Hongkong, 6th October, 1906. [183]

## Just Arrived

SOCKS (Linen) LADIES' AND  
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS,  
SILK KIMONOS, LADIES' BLOUSES  
AND SHAWLS.

SANDALWOOD BOXES (INLAID),  
HANDKERCHIEF BOXES, GLOVE  
BOXES.

MONEY BOXES, &c.  
LINEN HANDKERCHIEFS, JAVA  
SERONGS.

MANDARIN COATS, COTTON  
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906. [183]

## Auctions.

BY ORDER OF THE MORTGAGEE,  
PUBLIC AUCTION.

THE VERY VALUABLE RECLAMA-  
TION PROPERTY,  
known as the REMAINING PORTION OF  
THE EXTENSION TO THE REMAINING  
PORTION OF MARINE LOT 88 containing  
an area of 1,875 square feet upon which stand  
the houses known as 21 BONHAM STRAND  
WEST and 18, WING LOK STREET  
will be offered for sale by  
PUBLIC AUCTION,

ON  
MONDAY,  
the 15th day of October, 1906.

BY  
Mr. GEO. P. LAMMERT,  
at his Sales Rooms, No. 3, Duddell Street,  
at 3 o'clock in the afternoon.

The Purchaser on completion of his pur-  
chase will be entitled to surrender the premises  
purchased by him to the Crown and to call for  
a Crown Lease of the same for 999 years as  
from the 27th day of September, 1854, at the  
Annual Rent of \$54. The Purchaser will be  
required to take up such Crown Lease as soon  
as practicable after completion.

For further particulars and conditions of  
sale, apply to—  
Messrs. JOHNSON, STOKES & MASTER,  
8, Des Vieux Road Central,  
The Vendor's Solicitors,

or to  
The Auctioneer,  
Mr. GEO. P. LAMMERT,  
3, Duddell Street,  
Hongkong, 4th October, 1906. [183]

PUBLIC AUCTION.

BY ORDER OF THE MORTGAGEE,  
of

VALUABLE LEASEHOLD  
PROPERTY,  
situate at Lan Kwai Fong, in the Colony of  
Hongkong.

ON  
TUESDAY,

the 16th day of October, 1906, at 3 P.M.,

BY  
Mr. GEO. P. LAMMERT,  
Auctioneer,  
at his Sales Rooms, Duddell Street, Victoria.

The Premises are registered in the Land  
Office as SECTION A OF INLAND LOT NO. 1,261  
with the Message thereon, known as No. 6,  
Lan Kwai Fong, and are held from the Crown  
for the residue of a term of 999 years.

Annual Crown Rent \$5.76.

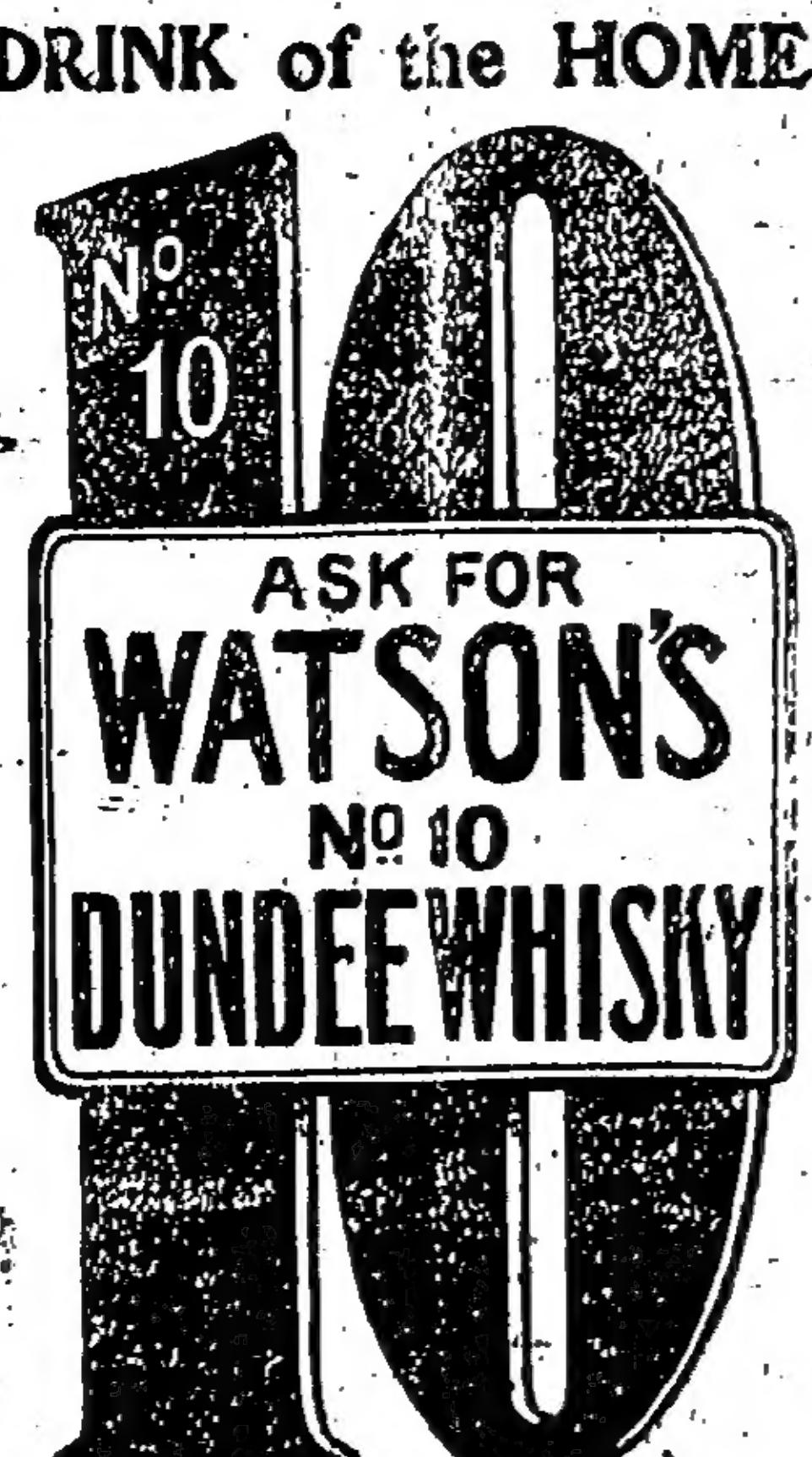
For further particulars and conditions of  
sale, apply to—  
Messrs. EWENS, HARSTON & HARDING,  
Vendor's Solicitors.

Hongkong, 3rd October, 1906. [196]

## Age and

## Quality

## Guaranteed.



And Known all the World round.

## Supreme

## among

## Scotch

## Whiskies

## Supplied

## by

## WATKINS LTD.

## Apothecaries

## Hall,

## HONG KONG.

## COMMERCIAL

## FREIGHT.

In their report of 6th inst., Messrs. Lamke  
and Rogge write:—The volume of business  
transacted since the 1st ultimo is larger than  
during the preceding fortnight. Rates in some  
instances are slightly better, but, generally  
speaking, none of the freights obtained leave  
much margin, and there is not much of a de-  
mand after all, and ready boats of handy size  
remain unchartered.

The after effects of the typhoon have been  
and are still much in evidence. Owners and  
agents have in many cases been quite unable  
to fix dates of delivery for their steamers, be-  
cause of the difficulty of obtaining lighters in  
case where the boats are in port, fully or partly  
laden, and, owing to the difficulty of securing  
docking accommodation and the impossibility  
of obtaining anything like reliable dates be-  
forehand in the many cases where steamers re-  
quire to repair damage sustained. This state  
of affairs naturally has hampered chartering.  
It seems as if the lighters' calamity, though  
slightly relieved already, is likely to cause  
trouble for a considerable time to come.  
Naturally, sufficient new lighters cannot be  
built locally within a few short weeks, but it is  
reported that for some bought outside it has  
been next to impossible to obtain crews locally.  
Parties who should be in the know consider  
that much good might be done if the Go-  
vernment were to put down a strong hand upon  
the cargo-boats guild. We understand that even  
now the daily hire of such cargo-boats as can be  
obtained is about 4 to 5 times the usual rate  
before the typhoon.

Saigon:—Saigon to this, there has been a  
sudden improvement and the regular liners  
last fixtures have been at 12 and 13 cents  
Saigon to Philippines, very little demand, a  
charter done for a small cargo, that shippers  
would not or could not increase, at 23 cents  
Saigon to Java, a boat fixed at the reduced rate  
of 18 cents, apparently no more demand.  
Saigon to Sumatra, a new departure by the  
charter done for October at 27½ cents  
another, for end of November loading, on  
similar basis connected with a sugar freight  
Java to Hongkong.

Bangkok reports more encouragingly, and  
the prospects seem less remote now of light-  
draft outside-boats "slipping in" upon terms  
that make it worth their while going. Whilst  
we write we hear of a boat chartered at 28½ cents.

Java to Hongkong continues dull, no  
further demand as yet for tonnage for wet  
sugar. A large carrier is reported to have  
acceded 20 cents/ton dry.

The demand Java-Philippines, referred to in last  
report, is no longer traceable locally.

Newchwang:—Newchwang to Canton, there  
has been some activity in chartering. Several  
boats, for dates up to about 20th October, have  
been done at 16 cents, a rate that is certainly  
poor. The chances are that, as the season  
goes on, slightly better may as yet be done; at  
present there are off-sets for the end of the  
month at not better than 16 cents.

Newchwang to Amoy, combined with Chefoo  
to Amoy, 24 cents has been paid for a part car-  
go, loading towards the end of October.

Cargo charters:—Hongkong to this port business-  
done at \$1.00 per ton. Haiphong to Canton,  
a cargo has been done at \$2.00. A fixture is  
also reported Haiphong to Shanghai, much  
less than Jao rate in that direction, \$1.60 being  
mentioned; this is unconfirmed though.

From Southern coal ports in Japan demand  
for tonnage is limited. There were offers for  
small size at \$1.20 Moji to Hongkong, and we  
hear \$1.40 has been paid from Wakamatsu  
combined with Canton \$2.00. Moji to Swatow,  
a charter has been done at \$1.40. Moji to  
Singapore, Norwegian s.s. *Ella* is reported  
chartered in Japan at \$1.40.

Monthly—On monthly terms, German s.s.  
Sillberg and Carl Diederichsen are reported  
fixed for Canton river trade.

Sail tonnage loading or to load:—For Balti-  
more or New York:—British bark *Eclipse*,  
2,969 tons, arrived 1st September.

Sail-tonnage Disengaged:—None.  
Departures of Sailors:—None.

## FROM THE JUNGLE.

HUMA FOREST-OFFICER'S URGENT  
MESSAGE.

The following urgent yet eloquent message  
was received not long ago by Messrs. Guthrie  
and Co., the well-known Chemists of Man-  
daly.

"Gonga Forest," 16th July, 1905.

"Kindly send me three more bottles Dr.  
Williams' pink pills. I have tried various  
remedies but find none so good for severe  
nervous prostration and splitting headaches as  
these pills. Please don't fail as my supply  
has almost run out. (Signed) C. Daniel."

Mr. C. Daniel is a Forest-Officer, and, like  
thousands of other men whose work takes  
them into the wilds far from medical aid of any  
kind, he has discovered that Dr. Williams' pink  
pills for pale people are the best medicine to  
have at hand when sickness comes. These  
pills are the greatest blood and nerve tonic  
ever discovered. They promptly restore to  
health sufferers from fever, dysentery and  
chills, or, if taken in time, ward off the attacks  
of these disorders. They give strength to the  
digestion, brace up the nerves, keep the blood,  
and, through it, every organ of the body, in  
sound healthy condition. Testimony proves  
them to be the remedy for indigestion, liver  
complaint, rheumatism, nervous breakdown,  
paralysis, beri-beri, skin troubles such as scro-  
fulus, eczema, boils, pimples and rash. They  
are obtainable at most shops where medicines  
are sold and also post free from the Dr. Wil-  
liams' medicine co., Singapore, six bottles for  
eight dollars or one bottle for a dollar and a  
half. Among ladies their special value is  
widely known. The cures they have wrought  
in children's cases have earned for them the  
gratitude of parents in almost every country in  
the world."

Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.

Any cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk and  
expense.

No Fire Insurance will be effected by us in  
any case whatever.

## Consignees.

## "SHIRE" LINE OF STEAMERS.

## NOTICE TO CONSIGNERS.

FROM ANTWERP, LONDON AND  
STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain C. H. Birch, having arrived from the  
above ports; Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, at Kowloon, and stored at Consignees'  
risk and expense.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 10th instant will be sub-  
ject to rent.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 10th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 4th October, 1906. [183]

AMERICAN ASIATIC STEAMSHIP CO.

## NOTICE TO CONSIGNNEES.

## FROM NEW YORK.

THE Steamship

"ELLEN RICKMERS,"

Captain Mierschala, having arrived from the  
above Port, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery may  
be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 8th instant will be subject  
to rent.

All broken, chafed and damaged goods are  
to be left in the Godowns, where they will be  
examined on the 8th instant at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 2nd October, 1906. [183]

## NOTICE TO CONSIGNNEES.

FROM ANTWERP, LONDON AND  
STRAITS.

THE Steamship

"VITAL STRENGTH & ENERGY,"

## Intimation.



"STILL LEADING."  
WATSON'S  
LIQUEUR  
SCOTCH  
WHISKY.  
\$15 per case.

A. S. WATSON & CO.  
LIMITED.

WINE AND SPIRIT MERCHANTS  
ESTABLISHED A.D. 1841.  
Hongkong, 28th September, 1906.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Icô House, Road, and should be accompanied by the writer's name and address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE):  
DAILY—\$30 per annum.  
WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Halfpenny, ten cents; Weekly, twenty cents.

The Hongkong Telegraph  
HONGKONG, MONDAY, OCTOBER 8, 1906.

## CHINESE CUSTOMS SERVICE.

Much has been written regarding the anomalous position occupied by Sir Robert Hart as chief of the Imperial Chinese Maritime Customs since the appointment of two Chinese directors as his superiors or coadjutors. It was believed that the constitution of the new offices was calculated to impair the dignity of Sir Robert Hart's authority and to cast an unworthy slur on the work of one who was the real organiser of the Chinese Customs Service. In a telegram which we publish to-day from our Shanghai correspondent it is stated, on reliable information, that Sir Robert has addressed a memorandum to the staff in which he expresses his entire satisfaction with the course of events and his own position, and indicates that the new directors have not changed the balance of power which he has held since he first undertook the office of Inspector-General of the Customs. So far as it goes the news that Sir Robert Hart has not been affected by the Chinese appointments will be accepted with cheerfulness, for none would have wished to see the career of an eminently useful servant to the Chinese Government overshadowed at its close by an unwarranted usurpation of his authority; but the very fact that he considered it necessary to issue such a memorandum shows the uneasiness which exists among the foreign officials and the unspoken belief that they are to be dominated by Chinese officials. China has advanced by leaps and bounds during the past few

years; in every direction Chinese statesmen have been seeking to emulate Japan; and it has to be admitted that China has shown herself able to adopt and adapt the measures of reform in operation in the West. The only question is whether China has reached a stage when she can capably manage her Customs. The genius of Sir Robert Hart, almost amounting to inspiration, and the able assistance he has received from relays of devoted officials, have brought the service to a point of efficiency which will compare with like institutions in Europe. The Powers regard the Chinese Customs as a responsible factor in China's potential strength; but it is doubtful whether the supersession of foreign control would be regarded with quite as friendly an eye as the attempts that are being made to advance in other directions. The Customs is an asset which cannot be discounted, but all the efforts of Sir Robert Hart and his staff might be nullified by a false step at this juncture. It would certainly be indiscreet and ungrateful for the Chinese Government to cause the Inspector-General to lose face just as he is on the point of retiring from his life's work, and the entire foreign element would strongly object to seeing their chief lowered in the eyes of the Chinese. While it is true that British subjects predominate among the officials in the service it is also true that none has been more loyal to their chief than the other nationalities among the staff. If, however, Sir Robert is satisfied with the new regime, there is nothing more to be said. He has undoubtedly proved that a foreigner can be sufficiently disinterested to regard the claims of the country which has engaged his services as above personal considerations. He has proved that a Britisher is actuated by the highest motives. He has raised the Customs service from chaos to efficiency and when he retires he has the knowledge that his services have been recognised and appreciated by all nations having connections with China. It would have been an unworthy stigma on a valuable and essentially important career had he been superseded or even handicapped in his work by the native appointments, but that has not apparently occurred. There has been no "undue interference" so that we may take it that the new offices have simply been created for the benefit of a couple of favoured officials.

## VAH KADER.

The brigand Vah Kader has been reported "captured" so often that there is always an element of scepticism when another account appears stating that the villain is once again in the hands of the police. But there seems no reason to doubt the report on this occasion and accepting it as correct and that Vah will be well guarded in custody, Shanghai may be congratulated on getting rid of a miscreant who has terrorised the district for years. He was not even a picturesquely rustic such as are found in the Balkans, and had not the virtuous qualities of a Robin Hood. All was fish that came to his net and rich and poor alike were robbed with equal unscrupulousness. There is usually a fine sentiment of regret when a brigand of the old-fashioned type disappears from the scene of his exploits. In the old days when highwaymen haunted the roads of England it was quite a ceremony to have the coach stopped while a courteous gentleman on horseback politely asked for your purse and valuables. Possibly if he were a very young cavalier with a pretty leg he would bid the most charming lady in the vehicle dismount and dance minuet with him on the highway. And, of course, the "pretty creature" would invariably oblige with the utmost grace in rapture while the robber and the demoiselle went through the complicated mazes of the dance. Nobody ever thought of taking advantage of the thief while he was exhibiting his command of the light fantastic and no lady was ever known to refuse the gallant's request. In fact, the ladies generally hoped that a journey would be interrupted by a visit from some mysterious unknown and the event was a source of delight and conversation for months afterwards. It was confidently believed that these highwaymen were the younger sons of some niggardly old noblemen who refused to provide them with money to meet their gambling debts. The result was that the Jack Shepherds of old were invested with a halo of romance which proved extremely profitable to them and contributed to help them in evading the minions of the law. But in those days the ladies were little better than China dolls. How the highwaymen would have fared had they met some of the strong-minded and muscular lady suffragists of to-day it is interesting to contemplate. But it does not appear that Vah Kader was of the romantic school of brigands. He had an eye to business all the time and allowed no secondary considerations to absorb his practical interests. That he managed to escape the meshes of the law for a year and a half after a warrant had been issued for his arrest is clear evidence that he was well provided

## SUBSIDIARY COINS IN CANTON.

## IMPORTANT CONCESSION BY THE VICEROY.

[From Our Own Correspondent.]

Canton, 5th October.

Formerly the Canton mint produced \$10,000 taels in 20-cent pieces daily, but since March last the output has been reduced to \$10,000 taels per day! The British Consul-General at Canton and the Acting Chief Manager of the Hongkong and Shanghai Bank had an interview with the Taotai for Foreign Affairs at Canton with the object of still further reducing the output from the mint. It was stated that the large number of coins issued every day had the effect of depreciating the value of subsidiary coinage. An appeal had been addressed to the Board of Foreign Affairs, in Peking, on the subject. The Taotai at the mint expressed the opinion that should Canton cease to produce subsidiary coins, Hongkong money would flood Canton to the benefit of the Hongkong Government and the loss of Canton. Viceroy Shum has, however, agreed that from the end of the present month the mint will only issue 5,000 taels in 20-cent pieces per day.

## AN IMPERIAL ORDER.

A Peking despatch to Canton states that the Imperial Government has issued instructions that students who have been educated in foreign seminaries, that is to say in schools or colleges owned and conducted by foreign teachers, are not to be received into the service of the Chinese Government in future. The Imperial service will henceforth be recruited by students from Chinese Schools.

## LOCAL AND GENERAL.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th October, 1906:—Library, Non-Chinese, 313; Chinese, 156; Total, 469. Museum, Non-Chinese, 114; Chinese, 2,383; Total, 2,497.

A MILL-POSTER, residing at No. 2, Aberdeen Street, was to-day fined \$3 by Mr. F. A. Hazeland, at the Police Court, for posting a bill on a wall at the junction of Murray Road and Queen's Road Central, on Saturday, without the permission of the Military authorities.

MR. F. H. Dillon, of the Public Works Department, prosecuted two culprits before Mr. F. A. Hazeland, at the Police Court, to-day, for unlawfully storing inflammable material on a portion of Crown Land, opposite the Sailors' Home, West Point. They pleaded guilty, and were ordered to pay a fine of \$5 each.

THE Hongkong Pictorial Post Card Co. has issued a booklet of some two dozen pictures of the typhoon of the 18th September. We are requested to state that the little album of illustrations of the destructive character of the great storm of 1906 is on sale, the proceeds of which will be given to the Typhoon Relief Fund.

THE proprietors of a Siamese newspaper have distributed the following notice: "The news of English we tell the latest. Writ in perfectly style and most earliest. Do amateur git commit, we hear of and tell it. Do a mighty chieftain, we publish it, and in borders of sombre, Staff has each one keep college, and write like the Kipping, and the Dickens. We circle every town and extortionate not for advertisements. Buy it. Buy it. Tell each of you its greatness for good. Ready on Friday, Number one."—*Bangkok Times*.

POLICE launch No. 2, which went ashore at Pak-sha-pan during the typhoon of the 18th inst., while on patrol duty, was successfully refloated on Saturday night last. The launch steamed into the harbour yesterday morning and was anchored off Sham-shui-po, awaiting her turn to be repaired. The damage done to the launch is not of a very serious nature. Her bottom will however require to be re-coppered, which job will be attended to by Ah King. The work of refloating the launch occupied five days, and was superintended by Inspector Kerr, of the Water Police Station.

A FOOTBALL match, Ewo vs. Telegraphs, will take place to-morrow afternoon at Happy Valley, the former team being composed of members of the firm of Jardine, Matheson & Co. The kick-off will be at 3.15 p.m., and the following are the players for Ewo:—Goal:—W. G. Goggin; backs:—T. S. Forrest and P. S. Jameson; half-backs:—S. E. Gresson, E. F. Aucott and A. Piercy; forwards:—W. W. G. Ross, A. Brooke Smith, A. Morley, A. Gregory and R. G. Munro; jinesman:—R. Sutherland; reserve:—L. N. Leefe. A similar match was held last year but it resulted in a draw, neither team scoring.

THE Hongkong typhoon need not necessarily be described as "an act of God," said Bishop Moule in his Memorial sermon for the late Bishop Horne, on Sunday, the 23rd ult. (*vide N. C. D. News* of 24th ult). "Might not that hurricane be a fierce burst of the homicidal fury which, as our Lord said, was the Devil's chief characteristic?" If this idea is generally accepted, underwriters and shippers had better make all speed to include in their charter parties and bills of lading, after the words "act of God," the additional phrase, or any burst of homicidal fury, which is the Devil's chief characteristic!

SADICK Fukeira, who styles himself a quartermaster (unemployed), residing in a Malay boarding house at Upper Lascar Row, got arrested yesterday afternoon for laying out a district watchman. The police say Sadick, who had previously imbibed more of the liquid that cheers than was good for his head, went out into the street and every Chinaman that passed him would get a gentle tap on the head. When Sadick had carried his joke a bit too far, District Watchman 49 stepped in and stepped out just as quick for Sadick was spoiling for a fight. Assistance arrived and the Malay was arrested. This morning, Mr. Hazeland fined him \$3 for being drunk and disorderly and \$3 for assaulting the watchman.

## S.S. "CHATERHOUSE."

## ANOTHER RESCUE.

A telegram was received by the harbour authorities this morning, from H.B.C., Consul at Hoihow, that the German s.s. *Mathilde* had arrived at that port with five more of the shipwrecked crew of the s.s. *Charterhouse*, whom the *Mathilde* had picked up off a reef at sea. These rescued men were all Chinese. No information was given as to the locality in which they were rescued.

The local agents of the Company, Meissner & Co., kindly furnished the following additional particulars of the rescue. The s.s. *Mathilde*, Capt. N. Sphemann, left Hongkong for Hoihow on the 2nd inst. On the 3rd inst. at eight o'clock in the morning, when about thirty miles N.E. of Taya Island, he sighted an overturned lifeboat and clinging to the keel were five Chinese belonging to the crew of the *Charterhouse*. Capt. Sphemann lowered a boat and picked up the men who were in a perfectly exhausted condition. They stated that they saw five lifeboats belonging to the *Charterhouse* smashed as the ship settled when she was foundering, and in the opinion of the rescued men they did not think any of their companions could be saved. The story of the rescue of Chief Engineer Dowse and twenty-four others has already been related in these columns. It does not now appear that there can be any hope of the Captain and the other members of his crew being saved.

## THE S.S. "KITAI" SAFE.

## AFTER BEING 9 DAYS OVERDUE.

We are informed that the Russian s.s. *Kitai* concerning which considerable anxiety has been felt for her safety has arrived at Singapore to-day. The *Kitai* was slightly damaged in the great typhoon of last month, but was able to proceed on a voyage to Singapore. She left this for the South on the 24th ult. and as she had been eight days overdue it was feared there might have been a breakdown. Anxiety was relieved when she put in at Singapore to-day after being overdue nine days. She had had a mishap to her engines which considerably delayed her journey, but her safe arrival at destination should be matter for congratulation to all concerned.

## THE S.S. "KINSHAN."

## STILL AT BROTHERS' POINT.

The first attempt to get the s.s. *Kinshan* off the beach at Brothers' Point has, unfortunately, not been attended with the success which it was hoped would meet the strenuous effort employed in refloating this fine boat of the river companies' fleet. We hear that both the s.s. *Honan* and the tug *Robert Cooke* were jointly engaged in getting the *Kinshan* off. As with the same Company's *Patsikhon* the first attempt has failed, which, however, does not mean that the next will not be entirely successful. We believe that the *Robert Cooke* will make her next attempt to-morrow morning when, given favourable conditions, the pleasing sight of the *Kinshan* following the wake of the tugboat into the harbour may be witnessed early in the forenoon to-morrow.

## NOTICE TO MARINERS.

## A DANGEROUS PASSAGE.

We are informed by the Harbour authorities that the passage inside the inner line of buoys at the Cowloons Naval anchorage is dangerous for navigation by launches, by reason of the presence of several sunken boats, and launch masters are accordingly warned to keep to the outside of the line until further notice.

## EXPENSIVE LITIGATION.

## AGENT LENDS PRINCIPAL'S MONEY.

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Puisne Judge, presiding, Bagh Singh, an Indian, employed at the Chinese Dock, sued Tura Singh, of No. 41, Cooke Street, Ilungshom, for recovery of the sum of \$30.25, money alleged to have been lent by plaintiff to defendant.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person. Mr. Gardiner said that Bagh Singh was only an agent in this matter, the principal being out of the Colony.

His Honour: Who lent the money?  
Mr. Gardiner: His principal's, my Lord.

His Honour: Whose money was it he lent?  
Mr. Gardiner: His principal's, my Lord.

His Honour: Had he authority to lend his principal's money?

Mr. Gardiner: He acted as his agent, and he seemed to have full powers from his principal.

His Honour: Yes, lending money is another matter; had he any special authority from his principal regarding such transactions? Anything in writing?

Mr. Gardiner: After consulting his client, he was the agent to look after and manage his principal's affairs, but he had no writing, no power of attorney.

His Honour: Well, can you quote any authority wherein it is laid down that an ordinary agent may lend his principal's money?

Mr. Gardiner: I could not cite any such authority.

His Honour: Well, call up the defendant and let's hear what he has to say.

Defendant: No, I did not borrow his money.

I only owe him \$1.

His Honour: Then why don't you pay him?

Defendant: He won't take it, my Lord. I have offered it to him many times, but he refuses to take it.

His Honour: Well, I can't do anything in the matter but give judgment for the plaintiff for \$1, but without costs.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## NOTORIOUS OUTLAW ARRESTED.

## BETRAYED BY HIS FOLLOWERS.

## [From Our Own Correspondent.]

Shanghai, 8th October,

2 a.m.

The notorious outlaw Vah-Kader has been betrayed by his followers and was arrested at Haimen on Thursday last. He was afterwards taken to Soochow in custody.

It is reported that the Shanghai Taotai will order that Vah-Kader be brought to Shanghai for trial.

The warrant for the outlaw's arrest was issued in February, 1904, but until now he successfully evaded capture.

A brother named Vah Maoma, who was undergoing 20 years' imprisonment, on charges similar to those which have been framed against Vah-Kader, was killed in the outbreak among the prisoners at Shang-hai gaol some time ago.

## S.S. "BORNEO" ON THE ROCKS.

## HER BOTTOM DAMAGED.

Through the courtesy of Messrs. Melchers and Company we are able to publish the following telegrams.—

Sandakan, 5th October,

10.40 a.m.

Steamer *Borneo* struck a rock near Sandakan this morning.

A hole has been torn in her bottom.

## TEMPORARILY REPAIRED.

Temporary repairs to the bottom of the steamer *Borneo* is sufficient to enable her to proceed to Hongkong.

The vessel leaves here with a full cargo for your port on Wednesday next.

Engage a dry dock for her.

## OUR RETURNED CRICKETERS.

Although it was disappointing to know that the German Mail steamer from Shanghai, which was bringing back to the Colony our returned cricketers, was not also bringing the coveted flag with them, the welcome accorded them on arrival was none the less warm and sincere. As soon as the Imperial mail steamer entered the harbour, launches conveying colleagues in the cricket club, and other friends, put off to meet and welcome the Hongkong sports on their return from the field of their late contest, and bring them ashore to recount their experiences during their brief stay in the Northern port. Owing to the lateness of their arrival we are unable to do more than merely chronicle that event.

THE chrysanthemum flag of Japan is probably the oldest national banner in existence. That of Denmark is the oldest among European nations.

## SHIPPING AND MAIIS.

## MAIL DUE.

Indian (*Catherine Apcar*) 9th inst.

## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## CHINESE CUSTOMS SERVICE.

## SIR ROBERT HART'S POSITION.

## HIS POWER IN NO WAY CURTAILED.

[From Our Own Correspondent.]

Shanghai, 8th October,  
2 a.m.

It is announced on reliable authority that Sir Robert Hart has issued a memorandum to the staff of the Customs service in the course of which he asserts that his position is entirely satisfactory and his powers have been in no way curtailed.

[Reuters.]

## Plutocracy in the United States.

London, 5th October.

President Roosevelt, speaking at Harrisburg, said that a narrow interpretation of the powers of the Government was the chief bulwark to close the great monied interests which oppose the attempt to place them under efficient Government control. The forces of greed must be checked so as to ensure justice to labour, capital, and the public, and it behoves Americans to seek the right kind of civilisation, which shall not be a mere plutocracy of banking houses and Wall Street syndicates.

## Italian Diplomatic Appointments.

Signor Nerazzini, Italian consul-general at Shanghai, has been appointed Minister to Tangier, and Signor Monaco, now at Seoul, has been transferred to Shanghai.

## Trusts in the United States.

Mr. Rockefeller, interviewed, said that Government interference with corporations would curb the development of the nation, and in view of the rise of Japan, and her hostility to foreign nations, generally, American business interests must unite to resist a rash attempt to curb legitimate power.

Later.

## The Duchy of Brunswick.

Prince von Bismarck has informed the Brunswick diet that the Duke of Cumberland's assumption to the government of the Duchy is out of the question in view of the decision of the Federal Council of 1885.

## Greece and Roumania.

The Greek church at Constantza, Roumania, is ablaze.

This is supposed to be another symptom of anti-Greek feeling.

## Russia.

Nineteen of the Kronstadt mutineers were executed yesterday.

## Trial of the "Dreadnought".

6th October.

H.M.S. *Dreadnought*, on her speed trial, attained a speed of 21½ knots, half a knot in advance of the estimate; this makes her the fastest battleship in the world.

The Admiralty announces that the manœuvring at the trial was exceptionally good, and the ease of steering remarkable. She proves a good sea boat and is easily handled.

## Tariff Reform.

At a meeting of The Tariff Reform Executive, a letter was read from Mr. Chamberlain, in which he said that he was confident the triumphs of reform were assured.

## DISPUTED COAL SUPPLIES.

At the Supreme Court this morning, his Honour the Puisne Judge, Mr. A. G. Wise, presiding, the Wi Kee, of No. 6 Gilman's Bazaar, coal-merchants, sued Kwok Chau of No. 16 Tung Man Lane, merchant, for the recovery of the sum of \$454.92 being money due for coal supplied by the plaintiff to the defendant for use on the latter's steam launch *On Yee*.

Mr. R. Harding of Messrs. Ewens, Harston Harding appeared for the plaintiff, and Mr. P. W. Goldring of Messrs. Goldring and Barlow, represented the defendant.

Mr. Goldring: I ask that the plaintiff in this case be non-suited, my Lord.

His Honour: On what ground?

Mr. Goldring: My client is only a partner in the firm, and it was the firm who purchased the coal, and my client cannot be held responsible personally for claims against the firm, my Lord.

A receiving order had been made against Kwok and the books were in the hands of the Receiver.

Mr. Harding applied for leave to amend the writ of summons by adding the word "firm" to the defendant's name.

His Honour: Yes, you had better amend the claim.

The writ was accordingly amended, and after plaintiff had proved his case, his Honour gave judgment for plaintiff with costs.

## THE PARSIS &amp; C. C.

## ANNUAL MEETING.

The annual meeting of the Parsee Cricket Club was held on last Sunday, noon, at the Parsee Club. Mr. A. B. Asavia, the president of the Club, took the chair, and there were also present Messrs. K. H. Cooper, F. J. Kang and B. K. Almeida (Committee members), C. B. Moymawala (acting honorary secretary), P. N. Cooper, J. J. Vasania, H. C. Goto, J. Noria, D. C. Cooper and many others.

The report shows that the expenditure was a little more than the income of the last year, but the secretary has nearly three hundred dollars to the credit balance.

Mr. J. A. Chino, the honorary secretary, resigned on leaving the Colony, and Mr. C. Moymawala was asked to fill the vacancy. This appointment was confirmed at the meeting.

The club played nine matches last season and won seven of them. The first prize, presented by a Parsee gentleman, for the highest total runs was won by Mr. J. J. Vasania. The second prize in batting, presented by Mr. M. J. Patel, was won by Dr. N. F. Nalladaro of Canton.

Mr. A. B. Asavia, the president of the Cricket Club, also kindly presented a prize for the best bowling analysis, and it was won by Mr. F. J. Kang, the captain of the club.

The usual vote of thanks for the Chairman concluded the meeting.

[Reuters.]

## SALE OF S.S. "WINGCHAI".

At eleven o'clock this morning, at Sam-sui-poo, Mr. Geo. P. Lammert, auctioneer, put up for sale the screw steamer *Wingchai*, with all her anchors, chains, gear, etc., etc., as she lay. The *Wingchai* is a vessel of 547 net tonnage having a length of 182 feet, beam 28 feet, 4 inches, and depth, 15 feet. A launch left Blake Pier at 10.30 a.m. to take intending purchasers to the scene of the sale. There was a very large attendance of Chinese interested in shipping matters and the bidding commenced at \$3,500, thence rising by bids of \$500 each until \$14,000 was called. Thereafter the bids became somewhat more desultory, the delver being eventually knocked down to Mr. Yeung Fu Sang for \$14,500.

A KIDNAPPED GIRL'S STORY.

## STRANGE EXPERIENCE.

On the 20th August last a Chinese woman walked into the charge room of the Central Police Station and reported to the inspector in charge that her daughter, fifteen years old, had disappeared and she feared somebody had kidnapped her. The police had the description of the girl carefully taken down and detectives were sent out to hunt for the missing girl. They searched the district high and low, but all to no avail.

On Saturday night last the mother of the missing girl heard the sounds of footsteps running up her staircase. The footsteps stopped outside her door step and a loud rapping followed. She opened the door only to admit the missing girl who was in fear of her life. The mother interrogated the girl briefly and hurried her to the Central Police Station, where the girl related to Inspector Warnock a strange story. She said that on the evening of 20th August last she left her mother's house to make a purchase. On the street a woman stopped her, and after a short conversation, told the girl to go home with her. She (the woman) wanted a companion and was willing to engage the girl and would pay her a good salary. She only wanted to show the girl her house so that if she wanted the situation she could find the house on another day. The innocent girl went and was taken to a house in Bridge Street where the girl was locked up in a room. There she overheard this conversation:

"I have brought the girl now," said one woman.

"So I see," replied the other. "But I am afraid you cannot keep her in my house for I am afraid of trouble coming."

After further conversation between those outside the girl was taken from that house and removed to the Tai Lo boarding house of No. 97, Connaught Road Central. She was there held over to a man, said to be the runner of the place, and the woman departed. The man took the girl to the third story and locked her in a room. After she had been confined there for over a month her jailer, on day hinted that she would soon be taken to Singapore. On Saturday her chance arrived. Her jailer left her room for a few minutes and forgot to lock the door. She took the opportunity offered and crept out of the room noiselessly and then made for the roof of the house. From there she crossed to the adjoining house and hid herself for several hours there until the hunt for her was over. Then she walked to the end of the block and descended through some stranger's house into the street. Arriving there she made a dash for her mother's house.

The police after hearing the story sent out policemen with the girl and her mother and later the man and the woman, who were alleged to be mixed up in the kidnapping, were arrested.

The case will come on for hearing in a week's time, and Mr. R. F. C. Master will represent the defendants.

His Honour: On what ground?

Mr. Goldring: My client is only a partner in the firm, and it was the firm who purchased the coal, and my client cannot be held responsible personally for claims against the firm, my Lord.

Kwok Chan and Li Sui Lai are the partners.

A receiving order had been made against Kwok and the books were in the hands of the Receiver.

Mr. Harding applied for leave to amend the writ of summons by adding the word "firm" to the defendant's name.

His Honour: Yes, you had better amend the claim.

The writ was accordingly amended, and after plaintiff had proved his case, his Honour gave judgment for plaintiff with costs.

## THE VALUE OF BLACKWOOD.

## CHANGE OF UNLAWFUL POSSESSION DISMISSED.

Mabel Mason, a married woman, residing at No. 7, Salisbury Avenue, Kowloon, was charged on remand before Mr. H. H. J. Gompertz, at the Police Court this morning, with being in unlawful possession of two carved blackwood stools, valued at \$20. The stools were alleged to have been part of a cargo of a junk that was wrecked on the Kowloon beach during the disastrous typhoon of the 18th ult. Defendant, it will be remembered, said that she purchased the stools for \$5 from a Chinaman. The police were of opinion that the stools were worth \$20, and the very fact that defendant paid \$5 for the pair showed, it was alleged, that she knew she was buying stolen property. Others in Court averred, that on account of the inferior carvings on the stools they were not worth more than \$5. In consequence of that his Worship adjourned the case until this morning in order to institute inquiries. When Mrs. Mason came before the Court to-day his Worship warned her to be very careful in the future how she purchased things from hawkers. He said that no *prima facie* case had been made out against her by the prosecution and ordered her to be discharged, at the same time issuing an order to Inspector Langley that the stools should be returned to her.

## THE JAPANESE GOVERNMENT AND LOTTERIES.

On several occasions when suggestions have been made for the raising of Government funds by means of lotteries we have deprecated the idea of following such a course, believing that the encouragement of schemes of this kind tend neither to raise the prestige of Japan in the eyes of the West nor to make the advancement of the national character. It is interesting to note that a section of the most influential of the vernacular Press is of a similar opinion regarding the Formosan lottery that has been arranged with the sanction of the Government. It is pointed out that the holding of lotteries in Japan proper is a punishable offence and is strictly prohibited and yet the Government sanctions such means of raising money in Liutung and Formosa. The latter lottery is being promoted by the Government itself as a monopoly, and this being so the number of people encouraged to take their chances is naturally greater than would otherwise be the case. The anomaly is thus presented that while in one part of the Empire lotteries and all games of chance are vigorously suppressed, in another it is enthusiastically encouraged. In explanation of this paradoxical policy it is argued that although it is deemed necessary in the interests of public morals to prohibit the holding of lotteries in Japan proper it is well-nigh impossible to suppress the evil in Formosa, where Chinese predominate and the gambling spirit runs high. It is further stated that though gambling is forbidden in the island it is largely carried on in secret by the Chinese population, who also make the prevention of it by the authorities a hopeless task. So the Government, seeing here a remunerative field for the lottery business, has decided to undertake it itself and to pocket whatever profit accrues therefrom. The Japanese Government can hardly find justification in declaring private lotteries illegal in Formosa after having countenanced one itself. And although it may be argued that it is for the protection of the participants that indiscriminate lottery-promoting should be prohibited, it does not vindicate the Government's position to this instance.

An instance of the kind happened, as our readers will remember, a couple of months ago, when a sudden violent squall struck the stele and partially wrecked the Semaephore station on the French Bond which is operated from and run in connection with the Observatory at Siccawei between five and six miles away. The flagstaff, with its similar time-ball, by the dropping of which every day at noon Shanghai men were accustomed to regulate their watches, was thrown down and, owing to the intervention of rather too much wet weather, has not yet been set up again. But work has been proceeding on it nevertheless; the cable connections with Siccawei have been repaired, and preparations are now completed for the re-erection of the staff in the first spell of good weather with which we shall be favoured. Had it not been for the rain on Monday night and yesterday it would probably have been placed in position to-day, and a familiar service resumed which has been very much missed by all classes of the community during its suspension.

The new flagstaff will be of about the same height as the old one; it will be provided with a yard-arm and signals will be exhibited on it, as formerly, by means of flags, drums and cones. But our old friend the time-ball will be missing, at least for a few months. In its place the noon signal will be given every day by means of a semaphore arm, which will be raised into a perpendicular position close to the side of the mast at five minutes to 12 o'clock each day, and dropped, by means of pressure on an electric button at the Siccawei Observatory, exactly on the meridian.

The new flagstaff, however, will only be a temporary arrangement, and residents will be glad to hear that, thanks chiefly to the liberality of the French Municipal Council who are generously assisting the Fathers to perfect their service as much as possible, the mast will be replaced before many months are over by a steel tower, about 60 metres in height, and much better adapted to withstand wind and storm than a wooden mast like that which was blown over in the last really heavy squall which visited the port. A high steel mast, surmounting the tower, will carry the time-ball as of old, which will be manipulated from Siccawei, like the semaphore arm we alluded to just now, by the pressure of an electric button.

Various other improvements and developments of the meteorological service are projected, and altogether the good Fathers would have reason to be proud, if they were worldly men, of the work which they are doing for the benefit of the community; and the latter in turn have right good cause to be grateful for the invaluable service which the Observatory renders without fee or reward, save the consciousness of good work well done. For an instance of the accuracy of the Siccawei observations we need not go back any further than Monday, when at 5 p.m. the following forecast of yesterday's weather was issued:

"Some effects of the typhoon sensible if not violent, but possibly strong, with rain and E. N.E. squalls, may be expected as far as Shanghai on the 2nd inst."

How exact this forecast was, just ask the Hongkong cricketers.—*Shanghai Times*.

## LAND SALES.

At the office of the Public Works Department this afternoon, by order of His Excellency the Governor, the letting by public auction, sale took place of one lot of Crown land in Hungshon, for a term of 75 years, with usual option of renewal. This lot is registered at Land Office as Kowloon Inland Lot No. 117, and contains 27,018 square feet, carrying an annual Crown rent of \$48. The upset price was \$33,773. There was no competition and a bid of \$33,823, being \$50 above upset price, was accepted. Messrs. Leigh and Orange became the purchasers.

## TROUBLE IN BOATBUILDING YARD.

RINGLEADER CONVICTED.

Sun Chi Leung, a carpenter, employed in the Man Ki Boatbuilding Yard, at Aplichau, Aberdeen, was apprehended by the police at Sam-sui-po yesterday and brought to Hongkong this morning and placed before Mr. H. H. J. Gompertz later, on a charge of breaking his contract of service on the 4th instant while engaged by the Boatbuilding Yard Company, and inciting others to do the same. Recently that firm received some very large orders to replace sampans and junks that were destroyed in the typhoon. The defendant, who acted as ringleader among the carpenters, applied for double wages and on being refused he threatened to cause a general strike among the carpenters. Things did not go on harmoniously while defendant was in the yard, for although the other carpenters did not mind standing by defendant, to certain extent, or receiving double wages, if it could be obtained, they drew the line when it came to a question of throwing down their tools and marching out of the yard. This was what defendant wanted them to do, and finding that the majority of carpenters preferred to draw something at the week-end instead of nothing, defendant left the yard on Thursday last and never returned. He pleaded guilty to the charge and his Worship imposed a fine on him of \$5.

## Intimations.

## THE ROBINSON PIANO CO., LTD.,

ARE SHOWING

## HIGHEST CLASS PIANOS.

THE LEADING MAKERS

OF

THE WORLD.

## Steinway,

## Bechstein,

Bluthner,

## Winkelmann,

## Collard &amp; Collard,

## Hopkinson,

Hawke

## Kreissig &amp; Co.

## CASH OR CREDIT,

OR ON

## HIRE FROM \$10 PER MONTH INCLUSIVE.

Hongkong, 22nd August, 1906.

[38]

## £1,000.00

was offered by Mr. LINDEMAN

if any added matter

whatever (deleterious or

otherwise) could be

found in any one wine in

his vast stocks.

## AUSTRALIAN WINES.

## CAVARRA CLARET:

Per case 12 bottles ..... \$15.00

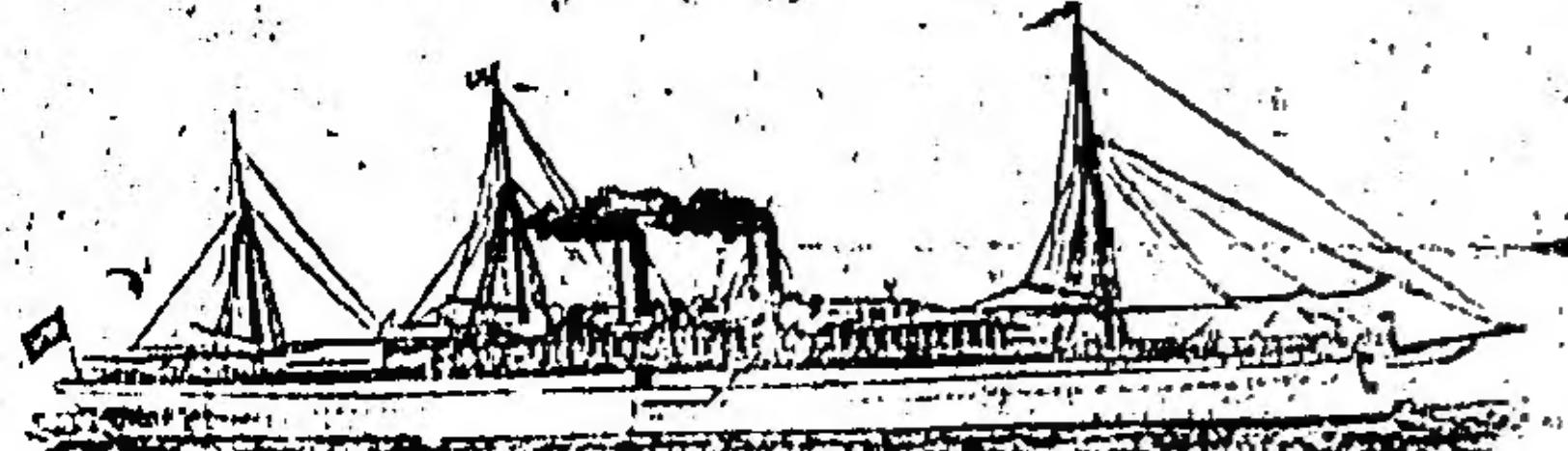
24 ½ ..... 16.00

## CAVARRA HOCK:

Per case 12 bottles ..... \$15.00

## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA to VANCUVER. 18 Days HONGKONG to VANCUVER.

## PROPOSED SAILINGS.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCUVER
"TARTAR".....	4,425	SATURDAY, October 20.....	November 12
"EMPEROR OF CHINA".....	6,000	THURSDAY, October 25.....	November 12
"EMPEROR OF INDIA".....	6,000	THURSDAY, November 22.....	December 10
"ATHENIAN".....	3,882	WEDNESDAY, November 28.....	December 22
"EMPEROR OF JAPAN".....	6,000	THURSDAY, December 20.....	January 7
"MONTEAGLE".....	6,163	WEDNESDAY, December 26.....	January 19
"EMPEROR".....			

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29½ days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. 1/4 New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to:

D. W. CRADDOCK, Acting General Agent,

Hongkong, 6th October, 1906.

Corner Pedder Street and Praya.

[13]

INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	WING SANG	WEDNESDAY, 10th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	ONSANG	THURSDAY, 11th October, 3 P.M.
MANILA	YUEN SANG	FRIDAY, 12th October, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAI SANG	TUESDAY, 16th October, 3 P.M.

! Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 8th October, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
MANILA	"TEAN"*	9th October.
CHEFOO and NEWCHWANG	"KWEIYANG"†	12th
SHANGHAI	"SHAOHSING"‡	13th

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

! Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 8th October, 1906.

## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 13th October, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 20th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 8th October, 1906.

[7]

## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

About  
"SOUTH AMERICA".....16th October.  
"BRAEMAR".....20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 8th October, 1906.

[8]

## Shipping—Steamers.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HADSBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidships, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI.

RHENANIA.....Capt. v. Hoff ..... 1st November.  
HOHENSTAUFEN.....Jaeger ..... and December.  
SILESIA.....Balle ..... and January.  
SCANDIA ..... v. Doeckens ..... 1st February.

## NEXT SAILINGS HOMEBWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON via HAVRE) AND HAMBURG.

HADSBURG.....Capt. Filler ..... 2nd November.  
RHENANIA.....Jaeger ..... 1st January.  
HOHENSTAUFEN ..... Balle ..... 8th February.  
SCANDIA ..... v. Doeckens ..... 2nd March.  
HADSBURG ..... Filler ..... 5th April.  
RHENANIA ..... v. Hoff ..... 17th May.  
HOHENSTAUFEN ..... Jaeger ..... 14th June.

## FREIGHT SERVICE.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA, SITHONIA ..... 14th October.

FOR YOKOHAMA & KOBE ..... SEGOVIA ..... 18th October.

FOR SHANGHAI, KOBE & YOKOHAMA, RENANIA ..... 1st November.

FOR SHANGHAI, KOBE & YOKOHAMA, ANDALUSIA ..... 13th November.

## NEXT SAILINGS HOMEBWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through Bills to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic Persian Service to Arabia and Persian Gulf Ports.

FOR HAVRE, BREMEN & HAMBURG ..... SUEVIA ..... 10th October.

FOR HAVRE, ANTWERP & HAMBURG ..... SENEGBAMBIA ..... 6th October.

FOR HAVRE AND HAMBURG ..... HABSBURG ..... 2nd November.

FOR HAVRE AND HAMBURG ..... BRISGAVIA ..... 16th November.

FOR HAVRE AND HAMBURG ..... SITHONIA ..... 30th November.

Hongkong, 6th October, 1906.

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THE ORIENTAL PACIFIC LINE.

FOR MOJI, KOBE AND SAN FRANCISCO.

THE Steamship

TUSCARORA

will be despatched for the above Ports, on or about the 12th instant.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 8th October, 1906.

[64]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"

Captain Helm, will be despatched for the above Ports, on or about the 27th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 8th October, 1906.

[64]

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office, not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-

manded.

JOBBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from error,

and remarkably cheap.

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on

application to



## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAK, ADEN, DJIBOUTI,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BORDEAUX, MEDITER-  
RANEAN AND BLACK SEA PORTS.

## The S.S. "OCEANIEN,"

Captain Court, will be despatched for MAR-  
SEILLES on TUESDAY, the 16th October,  
at 1 P.M.

This Steamer connects at Colombo with the  
Australian lines. Dumba bound for Marseilles  
via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. "TOURANE" ..... 30th October.

S.S. "AUSTRALIEN" ..... 13th November.

S.S. "TONKIN" ..... 27th November.

S.S. "ERNEST SIMONS" ..... 11th December.

S.S. "CALEDONIEN" ..... 25th December.

G. de CHAMPEAUX,  
Agent.

Hongkong, 3rd October, 1906. [11]



## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C., AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer, Tons. Captain. Sailing.

Shawmut 9,600 E. V. Roberts 24th Oct.

Tremont 9,600 T. P. Garlick 20th Nov.

Pelades 3,753 F. G. Purinton —

Lyra 4,417 G. V. Williams —

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDSS.

The twin-screw S.S. "Shawmut" and "Tremont" are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 4th October, 1906. [12]

## REGULAR STEAMSHIP SERVICE

## TO NEW YORK,

## VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

## PROPOSED SAILINGS FROM HONGKONG.

Steamship About

"ERROLL" ..... 6th October.

"SHIMOSA" ..... 27th

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 1st October, 1906.

## AN APPEAL.

THE SUPERIORITY of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
attention and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's  
Dresses, and all kinds of Embroidery  
Materials can be supplied, if required.

The Superiority will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

## Intimations.

## CUTLER, PALMER &amp; CO.

## WINE &amp; SPIRIT MERCHANTS,

OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY ..... 20.00

" ..... 16.75

WHISKY, PALL MALL ..... 20.00

JOHN WALKER & SONS' OLD HIGHLAND ..... 12.50

C. P. & CO.'S SPECIAL BLEND ..... 10.50

PORT WINE, INVALIDS ..... 20.00

" DOURO ..... 13.75

SHERRY, AMOROSO ..... 20.00

LA TORRE ..... 16.00

BENEDICTINE, D.O.M. ..... 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

## ACHEE &amp; CO.

ESTABLISHED 1859.

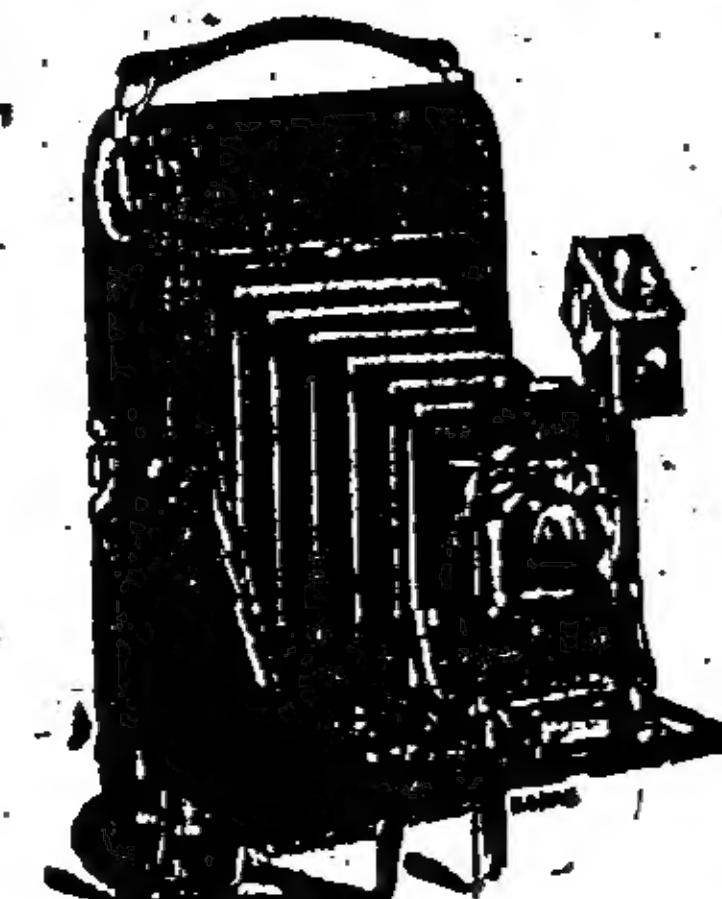
## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

REQUISITES:

AC., &c., &c., &c.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$2,350,000 \$250,000 \$174,351 \$150,000	\$1,712,472	1/- 1/- @ Ex. 2/1 = \$16.47 (or first half-year 1906)	58 %	\$200 sellers London £0.35/-
National Bank of China, Limited	69,925	\$7	\$3	\$1,600,000 \$147,905	\$74,099	\$2 (London 3/6) for 1903	...	\$47.
<b>MARINE INSURANCES</b>								
Canton Insurance Office, Limited	10,000	\$350	\$50	\$1,600,000 \$147,905	\$211,540	\$10 for 1904	64 %	\$320
North China Insurance Company, Limited	10,000	\$15	\$5	\$100,000 \$150,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 %	Tls. 875 sellers
Union Insurance Society of Clinton, Limited	10,000	\$250	\$100	\$1,600,000 \$150,000	\$2,702,271	Interim div. of \$30 for 1905	41 %	\$775 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,600,000 \$150,000	\$308,334	\$12 and \$3 special dividend for 1904	81 %	\$175 sellers
<b>FIRE INSURANCES</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,600,000 \$150,000	\$344,013	\$6 for 1904	61 %	\$93
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,600,000 \$150,000	\$422,618	\$25 for 1904	71 %	\$327 buyers
<b>SHIPPING</b>								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,600,000 \$150,000	\$1,636	\$1 1/2 for 1905	61 %	\$23.
Douglas Steamship Company, Limited	10,000	\$50	\$50	\$1,600,000 \$150,000	Nil	\$2 1/2 for 1904 ended 30/12/1905	6 %	\$43
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$75	\$15	\$1,600,000 \$150,000	\$1,646	\$1 for 1st half-year 1905	71 %	\$16
Indo-China Steam Navigation Company, Limited	60,000	\$10	\$10	\$1,600,000 \$150,000	\$2,412	10/- @ ex. 2/10 9/16 = \$16.69	64 %	\$74
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,600,000 \$150,000	Tls. 23,156	Interim div. of Tls. 21 1/2 c. 1906	9 %	Tls. 55 sellers
Do. (Preference)	100,000	\$1	\$1	\$1,600,000 \$150,000	\$107,815	Interim div. of Tls. 12 1/2 c. 1906	64 %	Tls. 20 buyers
Shell Transport and Trading Company, Limited	2,000,000	\$10	\$10	\$1,600,000 \$150,000	\$1,218	1/- (Coupon No. 6) for 1905	4 %	\$29
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,600,000 \$150,000	\$1,080	\$1.50 for year ending 30.4.1906	51 %	\$20
Faku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	\$1,600,000 \$150,000	\$1,913	Interim div. of Tls. 12 c. account 1906	8 %	Tls. 50 buyers
<b>REFINERIES</b>								
China Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,600,000 \$150,000	\$10,014	Final of \$15 making \$25 for 1905	16 %	\$155 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,600,000 \$150,000	\$132,588	\$3 for 1897	...	\$220 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$1,600,000 \$150,000	\$1,373	Tls. 24 for year ending 30.9.04	...	Tls. 84 buyers
<b>MINING</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000							